

~~SECRET~~

CONFIDENTIAL

COPY No. 6

PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

TEWLE-IWACEWICZE RAIL STUDY

DOC	REV DATE	BY
ORIG CONT	19	TYPE
ORIG CLASS	PAGES	REV CLASS
DATE	NAME	DATE



Declass Review by  
NIMA/DOD

GP/I-208

16 August 1956

JOB NO. 78T05694A  
BOX NO. 3  
FOLDER NO. 1 cont.  
TOTAL DOCS HEREIN

DOCUMENT NO. 15  
NO CHANGE IN CLASS. ☐  
☐ DECLASSIFIED  
CLASS. CHANGED TO: TS S  
NEXT REVIEW DATE: 07/01/92  
AUTH: HR 70  
DATE: 170572 REVIEWER: 025911

CENTRAL INTELLIGENCE AGENCY

OFFICE OF RESEARCH AND REPORTS

CONFIDENTIAL

~~SECRET~~

**WARNING**

This material contains information affecting the National Defense of the United States within the meaning of the espionage laws, Title 18, USC, Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

TEWLE-IWACEWICZE RAIL STUDY

I. General Description of the Area

The Tewle-Iwacewicze Area is part of a glacial outwash plain, generally known simply as the Polish Plain. This particular portion of the Plain is now USSR territory near the Polish border. The land is nearly level with numerous shallow pits occupied by swamps or ponds. Small sluggish meandering streams and angular drainage ditches do only a fair to poor job of draining this district. Much of it is subject to frequent flooding. Nevertheless, large zones are cultivated. The soils vary from sandy and clayey in the cultivated areas to mucky in the wet zones. Large island blocks of strip-cut tended forest occupy the higher and coarser soil areas. The wooded zones grade off into scrub and brush to grass and swamp in lower districts. Small linear settlements occupy the better drained and open areas along the main roads and rail lines.

II. Physical Features

A. General Landscape -- Glacial outwash plain, nearly level (see I).

B. Soil conditions and overland trafficability -- Soils are sandy and clayey in cultivated areas, coarse and sandy in

wooded areas, mucky in swampy areas. Trafficability is good along graded roads and rail lines and through most forest roads or trails. Elsewhere, trafficability may be poor due to the wetness of the soil. All low areas are subject to frequent flooding.

C. Vegetation -- There are 3 principal types of vegetation: woodland, brush and scrub, and grass and bog.

A mixed forest, predominantly coniferous, is located generally on the higher elevation of coarse and sandy soil. The patches of forest, arranged more or less in island blocks, are strip-cut and tended like a crop. Smaller areas are logged over.

Generally transitional with the woodland is a zone of scrub and brush. It occupies slopes and areas of new growth within the forests.

Transitional with the scrub and brush zone is an area of grass and in the lowest elevations, swamp vegetation. Some forest and scrub areas also have considerable grassy undergrowth.

D. Hydrography -- The district is characterized by poor drainage. Small sluggish meandering streams and angular drainage ditches are incapable of adequately draining low areas. Swamps and oval-shaped bogs and ponds are common. All low sections are subject to frequent flooding.

### III. Settlement and Economy

#### A. Density and distribution of population and settlements --

All settlements commonly contain from 50 to 400 buildings. Buildings are usually closely spaced.

The most common type is the linear village strung out along a road. Most of these villages are probably all about 1000 or less population. Tewle, Charki, Sosnowka, Kabaki, and Bluden are linear settlements. Bluden also has the most extensive railroad yard facilities. Bereza-Kartuska, the largest town in the area with a reported population of about 6,000, is more of a cluster settlement. It occupies a section between and on both sides of 2 nearly parallel roads. Iwacewicze, Niechaczewo, and Bronna Gora are rail station villages. Linowo is the name of 2 localities -- one is a rail station town and the other a linear village along a road.

Villages are normally spaced about 4 to 5 kilometers apart. However, this varies considerably, depending upon such factors as available agricultural land, drainage, and vegetative cover. Towns are more closely spaced in cultivated areas. As would be expected, better drained areas are often village sites. However, wooded districts, even though on higher ground, are not village sites. The districts of least population are between Tewle and Charki and between Bereza Kartuska and Iwacewicze. The latter district contains 2 small settlements along the rail line -- Bronna Gora and Niechaczewo.

~~SECRET~~

Approved For Release 2001/08/13 : CIA-RDP78T05694A000300010029-4

B. Settlement Types (See also IIIA)

1. Individual settlements

a. Agricultural Activity -- Farming is the mainstay of the Tewle-Iwacewicz area. All of the towns, except to a degree those along the rail line, are small agricultural settlements. Individual farmsteads are also noteworthy. Crops, reportedly of potatoes, barley and wheat, are grown in narrow parallel strips occupying large continuous tracts. A few small cultivated plots are surrounded by woods and grassland.

b. Industrial Facilities -- Sawmills, brickyards, grain mills, and other light processing plants are found at Bereza Kartuska, Linowo, and Iwacewicz.

c. Military Installations -- Military activity is evident at Bronna Gora, which contains an ammunition dump; at Linowo, site of a buried storage (probably petroleum) area; and at Iwacewicz, site of a reported gasoline dump. Railroad guard houses, trenches, revetments, military vehicle tracks and military storage areas were observed on [REDACTED] photography. Destroyed bridges, culverts and sections of the Tewle-Iwacewicz rail line, also observed on these photos, are all believed to have been repaired. Small airfields, near Bluden and Iwacewicz, were under construction

[REDACTED] Recent reports indicate expansion of the Bluden airfield.

d. Electrification -- None noted.

IV. Transportation

A. Railroads

1. Roadbed and ballast -- Consists of a light-toned ballast, possibly limestone, clean, even, and appearing to be well maintained.

2. The Tewle-Iwacewicze rail line is double tracked. It is a portion of the Brest-Baranovichi sector on the main line to Moscow. A single track standard gauge line was under construction [REDACTED] extending northwestward from the main line at a point about midway between Linowo and Bluden.

Narrow gauge lines extend north from Linowo, Bluden, and Bronna Gora (serving the ammunition dump), and south from Iwacewicze.

3. Bridges, culverts, overpasses, tunnels -- Several small bridges and culverts are located along the rail line. They are indicated on the mosaic overlays. The area contains no rail overpasses or tunnels.

4. Electrification -- None noted.

5. Telegraph and Telephone lines -- None noted.

6. Signalling Systems -- Several small signalmen's huts are located along the rail line. They are indicated on the mosaic overlays.

7. Facilities (See 8).

8. Railroad stations.

a. Tewle -- station and railroad yard.

b. Linowo -- station and railroad yard.

**SECRET**

Approved For Release 2001/08/13 : CIA-RDP78T05694A000300010029-4

c. Bluden -- station, railroad yard, small shops, turntable, "Y" turn-around, and rail siding.

d. Bronna Gora -- station and railroad yard.

e. Niechaczewo -- station and railroad yard.

f. Iwacewiczze -- station, railroad yard, and narrow gauge station and railroad transshipment yard.

B. Roads

1. Main highways (hard surface, all weather, 2 lanes wide) --

a. North and south from Linowo.

b. Bluden north.

c. Bereza Kartuska southwest and northwest through Iwacewiczze.

d. Niechaczewo northwest.

2. Gravel and improved county roads (former post and truck roads).

a. Tewle northwest through Pruzana.

b. Kabaki southwest.

c. Kabaki to Bluden and Bereza Kartuska.

d. Bluden to Bereza Kartuska.

e. Three roads cross the rail line between Bereza Kartuska and Bronna Gora.

f. Iwacewiczze area south, southwest, southeast and northwest.

3. Most remaining roads are loose surface and dry weather only.

**SECRET**



**SECRET**

4. There are numerous tracks and trails especially through forests and along property and fence lines.

**SECRET**

~~SECRET~~  
Approved For Release 2001/08/13 : CIA-RDP78T05694A000300010029-4

CONFIDENTIAL

CONFIDENTIAL

Approved For Release 2001/08/13 : CIA-RDP78T05694A000300010029-4

~~SECRET~~